

Any time falling; never once quailing.
So the new day came out of the night.
Then rising far in the Western sea.
A new world stood in the arms of the day
Ready to welcome the brave and free.
When could we reach the heart and march away
From the narrow, contracted, dead and cold
Where the power held by a cruel fist
To smother space for heart and hand.
And here was a chance for human good.

Hawaiian Gazette Supplement, Feb. 14, 1883.

Arrived at Last.
The Oceanic Steamship Co.'s steamer *Suez*, Captain Dodd, about which vessel so much has appeared lately in the journals of this city, on account of her long absence, and later on account of the conflicting reports connected with the date of her departure from San Francisco, arrived safely in port here on the 14th inst. and was received by a large crowd of interested spectators who filled the Pacific Mail Wharf, all eager to harken to the story of the voyage, by one who had "been there," and many anxious and pained to grasp again the hands of relatives or friends, whose absence had made their hearts ever fuller. Among those returning and who had enjoyed (1) the retrograde movement of the trip were Mrs. J. B. Atherton, Mrs. A. W. Hess, Mrs. Henry Hebbard, Mr. and Mrs. De La Vergne, Mr. and Mrs. W. H. Bailey, Mr. W. O. Smith, Mr. S. Danson, Mr. H. F. Poir, Mr. and Mrs. C. S. Rice, Mr. S. Selig, Mr. C. S. Rice, and others. The general appearance seemed to be one of the fact that they had been the subject of so much solicitude and anxiety, all looking hale and hearty.

Captain Dodd kindly furnished the following report: "Sailed from San Francisco on our regular date, the 9th of January, wind N. W., moderate, and we continued until the 12th when wind hauled to the southward. On the 13th at 7 P. M. felt a heavy shock as if the propeller had struck against something, strong wind squalls from eastward prevailing, with heavy sea, prevented propeller being examined until the next morning, then found that two blades of the propeller were gone. Chief Engineer also found that the crank shaft was damaged. At noon on the 14th, as the wind was heading us, the barometer falling and there being every appearance of bad weather to the southward, held a consultation and decided to bear up for San Francisco. At 2 P. M. we encountered a terrific squall from the southward, accompanied with heavy sea, carried away fore topgallant mast and fore topgallant sail. On the 15th signalled the bark *Sevier*, Captain McIntyre, as I desired to be reported all right, and the cause of the delay. On the way back to San Francisco the daily run from the 14th to the 20th, was 203, 140, 106, 180, 185, 102 and 215 miles per day. On the 21st January at 6 P. M. dropped anchor in San Francisco bay. The cargo, valued at \$200,000, freight and when docked found that two blades of the propeller were gone and a third one cracked on the base; also found a flaw in the crank shaft. Put in crank shaft and on new propeller. Came out of dock on the 23rd and sailed on the 24th. Had neither wind nor fair weather to port. Arrived in Honolulu Feb. 2nd, 8 days passage.

Captain Dodd speaks in the highest terms of the behavior and courage of the passengers who were with him at the time of the accident, and the passengers in turn award praise for the able manner in which the captain and officers of the disabled vessel carried her back to San Francisco. During the first trip a little stranger came upon the scene in the person of a lady boy born to the wife of Mr. S. M. Danson. Mrs. Danson passed safely through the crisis, notwithstanding the dreadful accident, and the lady boy and child, in company with the crew, arrived back safely in port, at San Francisco. The *Suez* will probably sail again for San Francisco, to-morrow, Thursday, carrying a mail.

The Question of the Hour.
St. Louis, Jan. 19th.—The *Globe-Democrat* says, the Hawaiian treaty cannot be abrogated, without gross violation of faith, until September, 1883, and that the weight of argument, from the standpoint of American interests, is decidedly in favor of maintaining the convention. A great deal of nonsense has been written about the loss which the treaty has occasioned to our Government. The fact is that it has been the means of great gain to many of our citizens, and of loss to none of them. The exports of sugar plantations are American. There has been an enormous increase in the sales of American merchandise to the islands since the arrangement was made, and if the treaty has not cheapened sugar in California, let Californians look to the Central Pacific Railroad for satisfaction. It is that Company's freight rates, not the Hawaiian treaty, that makes sugar unprofitably dear on the Pacific Slope.

Washington, Jan. 20th.—Most of the time in the House to-day was spent in general debate on the tariff bill. Randolph Tucker of the Ways and Means Committee, strongly attacked the bill, charged the committee with being inadequate to the task of framing a proper bill, denounced the Tariff Commission and criticised the sugar schedule. He said the reduction of duties on refined sugars was at least 40 per cent. but the duty of all sugars that went into general consumption was positively prohibitory. He characterized such legislation as vicious and unjust, as it laid the whole agricultural interests under contribution to a few manufacturers. Kansas delivered a strong speech in favor of the speedy passage of the present protective bill. McLane, Kelley, Springer and Mills of Texas spoke on the bill. Mills denying the power of Congress to levy a tariff for revenue. Springer inquired whether the Committee on Ways and Means had dismissed the rule of decrease as connected with the present tariff and that proposed by the Tariff Commission. McKinley replied that there had been a decrease from the recommendations of the Commission. Morrison stated that the decrease amounted to some eight millions under sugar and four millions under tin plate.

The Foreign Affairs Committee have instructed the Chairman to make an effort to get the House to fix a day to consider the bills abrogating the Hawaiian treaty and to incorporate the Nicaraguan Canal Company.

Chicago, Jan. 25.—A Washington special says: The expression is getting abroad that Cass Sprickels, the San Francisco sugar king, if he cannot prevent the abrogation of the Hawaiian treaty, intends to make an effort to have the Hawaiian Islands annexed to the United States. In 1876, when the Hawaiian treaty was negotiated, this project was urged with a great deal of force. If objections are urged on the part of the Hawaiian, Sprickels has the means in his power to remove them. He could, with advantage to his own interests, pension the royal family. His resources are such that he could readily afford to pay the King far more than the revenues of the islands yield him.

Quite a number of Senators were asked to-day what their individual views were with regard to the annexation scheme, and what kind of a reception such a scheme would meet at the hands of the American people. Ingalls said that he was in favor of annexation, but not in that direction. He thought the United States ought to extend from the North Pole to the point where the canal which is to unite the two oceans is to be. He did not believe, however, in reaching out after colonies in the Atlantic or Pacific oceans. In fact he did not want any colonies. Kellogg did not believe there was much in the Cass Sprickels talk about annexation. He did not think Hawaii would be any benefit to the United States in any way. Jones was opposed to annexation for the reason that it would interfere with our sugar industry in Louisiana.

Logan said he did not favor it and did not believe the American people would. Maxey said that, independently of commercial reasons, the Hawaiian Islands would be a valuable acquisition from a political standpoint. They are, he said, on the shortest route between this country and China and Japan, and on the shortest route by way of the Suez Canal between Europe and the East Pacific coast. In case of War the Islands would be invaluable as a naval station. He said that while he did not believe in acquiring territory so far from the mainland, he would probably favor the annexation scheme if an opportunity presented itself. George declared that he was in favor of getting control of all the territory within our reach. He believed in the annexation of Cuba, Haiti, and in fact the West Indies and all the territory south of the United States as far as the scheme. He wanted the gulf to be regarded as the great American lake. He would if he had his way about it, get possession of the rich Central American States and colonies the negroes of the South there. He thought that the climate would greatly suit them.

Quite a number of other Senators were spoken to on the subject, and while a variety of opinions were expressed, the prevailing sentiment was that the annexation of the Hawaiian Islands would be a bad thing.

Run on Mack.
Ed. GAZETTE: Can it be that orders were sent to the police to allow some license in the matter of drunkenness on Chinese New Year? School children between 8 and 12 years of age were noticed loafing on the streets of Honolulu. *Honolulu* streets. One especially from whose name was arrested exposed himself shamelessly on the public streets. Drunken women, nearly a people whose

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